

**United States Department of the Interior  
National Park Service**

For NPS use only

**National Register of Historic Places  
Inventory—Nomination Form**

received JUL 8 1986  
date entered 8-13-86

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic N/A

and/or common Edison Historic District

**2. Location**

street & number Both sides of 500 block W. Second, 637 & 611 W. Second N/A not for publication

city, town Pomona N/A vicinity of

state California code 06 county Los Angeles code 037

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name Multiple Owners (See Continuation Sheet)

street & number

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ state \_\_\_\_\_

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Los Angeles County Hall of Records

street & number 227 North Broadway

city, town Los Angeles state California

**6. Representation in Existing Surveys**

title Pomona Downtown Survey has this property been determined eligible?  yes  no

date Sept. 1983 - April 1984  federal  state  county  local

depository for survey records Redevelopment Department, City of Pomona

city, town Pomona state California 91766

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date <u>          n/a          </u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

### **Describe the present and original (if known) physical appearance**

The buildings in the 500 and 600 blocks of West Second Street work together well as an architectural unit and possess sufficient integrity to illustrate Pomona's auto service segment of the early 20th century. All of the buildings are constructed of brick and retain much of the integrity of that time period. All are located along Second Street. Park forms the eastern boundary of the district, while the middle of the block between Rebecca and Parcels is the location of the western boundary. Classical in style, with strong, straightforward lines and a variety of interesting shapes, the buildings were built between 1885 and 1923. Two of the earlier buildings (502-516 and 528 W. Second) were remodeled circa 1910 and retain that architectural appearance. The Pomona Cooperative Union Building at 545 was altered in the 1950s. The block represents a significant era, architectural appearance, and industry in the growth of the City of Pomona.

### CONTRIBUTING BUILDINGS:

The buildings on the north side of the street between Park and Parcels are as follows:

1. Pomona Garage Date: 1910  
501 W. Second Street

Opening in 1910, the building was first called the Clark Garage. Mrs. Clark ran the business which people remember best for its jitney service. One of the most popular trips was a "wet" community when most others were dry. By 1918, the Pomona Garage, which sold Marmon and Peerless Motor Cars and Moreland Trucks, was located in this building. In 1958, the Montgomery-Ward Company opened a sales and service annex in the building.

2. A. Roy Moore Auto Agency Date: 1923  
525 W. Second Street

A. Roy Moore opened an automobile agency here right after the building was finished. He sold Sterling, Knight, and Gardner cars. He remained only a short time, and C. W. Ahret moved in to operate the tire store. Although only one story and rather plain, the building does contribute to the street as a whole. This building contributes to the character of the block and provides historic "infill" between two larger buildings.

3. Southern California Edison Company  
565-595 W. Second Street

This imposing brick building conveys a feeling of strength, solidarity, and dignity.

The building has added significance because of the role Dr. Cyrus Baldwin, San Antonio Canyon, and Pomona played in the pioneering and development of high-voltage electricity.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1904-1923 **Builder/Architect** Unknown

**Statement of Significance (in one paragraph)**

Edison District - National Register District

The buildings in this block have strong, simple lines and a substantial character. Most were built between 1896 and 1910. Serving as the auto service oriented section of town, the architecture of the buildings reflects this use. All of the buildings are constructed of brick and retain much of their original character. At the west end of the block is the large Edison building. The western corner of the building was constructed in 1906 as part of Pomona's innovative electrical system. The building was expanded in the same style until it filled the whole lot by 1928. It has seen few exterior alterations since that time. The Pomona Garage on the other end of the block was built in 1910. It and the Wurl Garage on the southwest corner of the district are crowned with distinctive parapets. The corner of the Hoffman and Ulery Block was commenced before 1885 but was expanded and remodeled into its present configuration around 1911. It was a hay, feed, and grain store for over forty years. Some smaller single-story buildings built from 1906 to 1923 connect the larger building. The two-story building on the north side of the street is the Pomona Cooperative Union Building. Built in 1896, it housed a cooperative grocery store below and a community hall above. The Armory Building (1904), a good example of Mission Revival architecture, and the Auto Club Building have been included in this district. Both sides of this block reveal much about the architecture and businesses in Pomona around 1910. The beginnings of Pomona's auto-related industries began here in the Pomona Garage in 1910. The district possesses strong integrity both architecturally and historically. It has strong associations with those who contributed to the day-to-day living of Pomona from 1885 to the 1940s.

# 9. Major Bibliographical References

See Continuation Sheet.

# 10. Geographical Data

Acreeage of nominated property 3.42

Quadrangle name San Dimas

Quadrangle scale 1:24000

### UTM References

A 

1	1	1	4	3	0	4	5	0	3	1	7	6	8	6	1	1	0
Zone			Easting						Northing								

B 

Zone			Easting						Northing								

C 

Zone			Easting						Northing								

D 

Zone			Easting						Northing								

E 

Zone			Easting						Northing								

F 

Zone			Easting						Northing								

G 

Zone			Easting						Northing								

H 

Zone			Easting						Northing								

### Verbal boundary description and justification

See Continuation Sheet.

### List all states and counties for properties overlapping state or county boundaries

state N/A code county N/A code

state N/A code county N/A code

# 11. Form Prepared By

name/title Diann Marsh

organization n/a

date October 1984

street & number 321 N. Philadelphia

telephone (714) 635-9249

city or town Anaheim

state California 92805

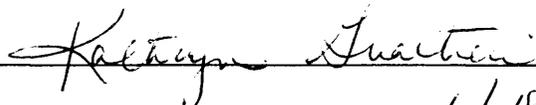
# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

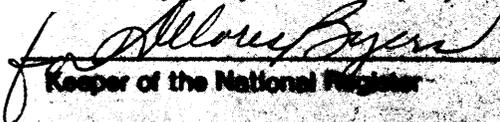


title State Historic Preservation Officer

date 6/18/86

### For NPS use only

I hereby certify that this property is included in the National Register



Entered in the National Register

Keeper of the National Register

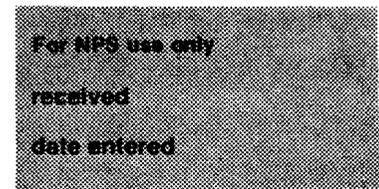
8-13-86

Attest:

Chief of Registration

**United States Department of the Interior  
National Park Service**

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Continuation sheet Edison Historic  
District

Item number 4

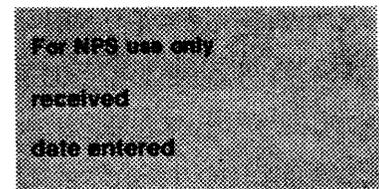
Page 2

All owners were checked against current records as of September 1985

1. Casa Colina Hospital  
1234 Arrow Highway  
La Verne, CA 91750
2. Eugene/Evelyn Hoelzle  
1071 Vanderbilt Avenue  
Claremont, CA 91711
3. Roy/Ethel Misenhimer  
305 East Columbia  
Pomona, CA 91767
4. Vincent/Dora Ramirez  
317 Navajo Springs Road  
Diamond Bar, CA 91760
5. Eugene/Evelyn Hoelzle  
1071 Vanderbilt Avenue  
Claremont, CA 91711
6. Eugene/Evelyn Hoelzle  
1071 Vanderbilt Avenue  
Claremont, CA 91711
7. Darrell Trim  
P.O. Box 534  
San Dimas, CA 91733
8. Raymond/Dora Tate  
779 Elaine  
Pomona, CA 91767
9. Alberto/Marina Franco  
1647 South Park Avenue  
Pomona, CA 91766
10. City of Pomona  
505 S. Garey Avenue  
Pomona, CA 91766

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Continuation sheet    Description    Item number    7    Page    2

- 4. Hoffman and Ulery Block Date: pre-1885 and 1895  
502-516 W. Second Street

The corner portion of this building was built before 1885. It served as Pomona's earliest hardware store with W. D. and E. J. Vawter and John Johnston as proprietors. The roof was flat with a fringe of brick accenting the unbroken parapet. A wooden canopy sheltered the Park and Second Street sides of the building. In 1895, three additional sections were added to the west side of the store. Hoffman and Ulery moved in before 1895 and opened a hay, seed, and fuel business. A few years later, Hoffman left and Ulery and Son was listed as owners. They continued in business on this corner for 20 years. The other portions of the store were occupied by various blacksmiths, welders, cabinet makers, and a variety of retail businesses. The building has been stuccoed but maintains the appearance it obtained in the 1920s. Lavender luxor glass transoms and plate glass windows are typical of that era.

- 5. Marshall's Place Date: 1886  
528 W. Second Street

One of the older buildings on this block, this building was remodeled around 1910. Originally, this stucco-covered single-story brick building was a hay, feed, and grain store. A feed mill was located out in back. Much later, the building was a saloon and pool hall, and the building retains this appearance with its centered door recessed between matching plate glass show windows.

- 6. 558-570 W. Second Street Date: 1906 and 1922

This row of four single-story shops retains its original front facade and window/door openings. Although this building appears to be one structure, it is actually two, built several years apart. In 1906, a blacksmith and wagon shop occupied the east (left) portion of the building, and a small wooden Nazarene church stood on the western half. By 1911, the church was gone and, in 1922, a brick building occupied by an electric welding shop was built there. Vertical-paned transoms, often used in the 1920s, are placed above the store windows. The store on the left side is entered through a recessed passage with a wood-framed door.

Note: The vacant space on the east side of this building has always been part of the "yard" for this building.

- 7. Wurl's Garage Date: 1906  
590 W. Second Street

Built by Ernest E. Wurl in 1906, the building replaced the 1890s European Hotel, which was constructed of wood. Auto and fender repair, auto painting, and accessories were offered by Mr. Wurl. He remained in this location for over 40 years. Beck Brothers Van and Storage occupied the building for a while in the 1940s. Tate Furniture Company is located there at the present. This district extends to the middle of the block (north side only) between Rebecca and Parcels to include the 1904 National Guard Armory and Auto Club Building.

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8. Old Armory Building Date: 1904-1905  
637 W. Second Street

The Armory was built by Company D., 7th Division, California National Guard. Formed in 1886 by several of Pomona's most prominent citizens, the Guard participated in many major events in California and United States history. Aiding the victims of the San Francisco earthquake in 1906, helping patrol the Mexican border in 1916, serving in the Spanish American War, and helping to guard shipyards in Long Beach in 1917 were but a few of the duties performed by Company D before it was disbanded in 1919.

NON-CONTRIBUTING BUILDINGS:

9. Auto Club Building Date: 1922  
611 W. Second Street

This building was the home of the Pomona branch of the automobile club until 1940 when new offices were built at Holt and Rebecca. The Automobile Club of Southern California first opened an office in Pomona in 1917. The organization was started in 1900 when cars were considered "rich men's toys", and few saw that some day in the future the auto would drastically change our lives. In 1904, the club staged its first Los Angeles to Pomona race, with the Palomares Hotel as the turnaround point. Pomona was often the terminus for races and rallies. This building has a large single-story stucco addition to its east side which impacts the original structure.

10. Pomona Cooperative Union Date: 1896, Altered 1950s  
543-545 W. Second Street

This is the oldest building on this side of the block. Two-storied and constructed of brick, the building served as a store with a community hall above. The front facade retains its basic shape, although it has received several alterations. The rear elevation is all original and conveys the feeling of the typical 1890s commercial building.

Longtime residents remember this two-story brick building as the place that had the best dances in town. The second story meeting and activities hall was a community gathering place for several years. Built by the Pomona Cooperative Association in 1896, the first floor of the structure housed the association's private grocery store. The members of this group believed that they were helping to "stem the tide of private monopoly and oppression" by running their own grocery company.

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INVENTORY -- NOMINATION FORM**



Edison District of Pomona

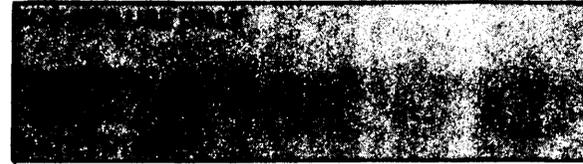
**CONTINUATION SHEET**      Significance      **ITEM NUMBER 8**      **PAGE 2**

The buildings in the proposed Edison Historic District are representative of the importance of both the transportation and electrical systems in the lives of Pomona Valley residents, and provides a strong visual sense of time and place. Beginning in 1885 with the hay, feed, grain, and blacksmithing activities, the block had evolved, around 1910, to include the fledgling auto-related industries. The growth of the auto industry was of particular importance to Pomona because of its location in the Pomona Valley, many miles from any other large towns. Pomona was the undisputed agricultural, commercial, and cultural center of the entire valley, which was surrounded on the east, south, and north by hills and mountains. Starting in 1904, Pomona was often the terminus of auto races and rallies from Los Angeles, 23 miles away. The auto-related businesses grew up in this area, immediately to the west of Pomona's major retail and commercial area which ran along 12 blocks of Second Street. In 1960 Pomona gained nationwide-attention with its new mall along Second Street, directly to the east of this block. The mall's stopping point at Park Street spared this 1½ blocks from the application of stucco, metal canopies, metal parapet coverings, and new storefronts unfortunately suffered by the 10 blocks of Second Street to the east. Ironically, this portion of the street continued in use while the mall became a row of empty stores. The Edison district presents a particularly cohesive streetscape of related styles in vogue around 1900-1910. Most of the buildings are built of brick, with some clad in stucco (original), parapeted in a variety of styles, and representative of a related style and method of construction. The Auto Club building, built in 1922, provided connections with the Los Angeles office of the club, during the club's significant participation in the formation of many of the basic services and rules important to the use of autos. The Edison Company building, started in 1906, grew as our dependence on electricity grew and was connected with the significant role Pomona played in the development of electric power. The Armory, which has been a center of community activities since it was constructed in 1904, provides a strong visual end to the district, and is compatible in style and age. Driving along Second Street, as one leaves the mall and crosses Park Ave., a person senses a distinct step back in time to a particular time and place. This district, because of this strong sense of time and place, its representation of the important auto and electrical systems, and its architectural character and integrity, is significant to the city of Pomona.

The City of Pomona was the hub of agricultural, commercial, and retail activity in the Pomona Valley and several small towns depended on this city for shopping and services from the 1880's until the late 1960's. Because of the ample artesian well water system, the three railroads which served the town, and later, the advanced electrical system, Pomona became the prime center for the shipping of the rich variety of agricultural products grown throughout the valley. Pomona was laid out in 1875 with the railroad tracks of the Southern Pacific paralleling First Street directly to the north, and the major commercial and retail development along Second Street. Major stores such as Bowen's Department Store, and the Orange Belt Emporium, as well as the first Alpha Beta market, made Downtown Pomona the center of Pomona Valley shopping through the mid-1950's. A strong merchant association and a influential Board of Trade helped the city to grow. In the 1950's, as shopping malls were built in the out-lying areas and surrounding towns, Pomona sought

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**CONTINUATION SHEET** Significance

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to solve its downtown commercial and retail problems by covering the stores with modern materials and closing off the street. The experiment failed, however, and businesses gradually moved away. Pomona is now working to revitalize the existing buildings along Second Street.

Pomona had a strong railroad connection from its beginnings in 1875. The Southern Pacific Railroad (1875) was joined by the Santa Fe Railway in 1887 and the San Pedro, Los Angeles, and Salt Lake Railway in 1901. Several small rail systems operated within the town, but were short-lived. Horse and buggy or jitney provided individual transportation. When the Pomona Garage opened in 1910, one of its most popular services was the regular jitney schedule which enabled people to get from "dry" Pomona Valley to "wet" Santa Ana and Anaheim.

In 1900, when the Auto Club was first started in Los Angeles, cars were considered rich man's toys. Sunday afternoon rallies and races were popular and by 1904 these events were being run from Los Angeles to Pomona and back again, a distance of 46 miles round trip. Pomona, being relatively isolated by its natural surroundings, was particularly in need of the automobile. In 1922, when this Auto Club was being built, the Auto Club members were participating in activities that would change the nation's whole way of life. The group was involved in such legislation as the first gas tax, a revolutionary way to finance highways. Members of the organization charted and explored the nation's network of highways and brought back accurate figures to be used on the new road maps. A camping, hunting and fishing bureau was established and called the Outing Bureau, as an increase in leisure activities began. The Auto Club participated in an extensive road sign campaign for our highways and was deeply involved in road building and financing.

Pomona played an important role in the development of electric power. It was there that the long distance transmission of power was proven to be practical. In addition, experiments with the use of alternating current, instead of direct current, resulted in the increased use of that system. Dr. Cyrus Baldwin, Pomona College's first president, was impressed with the water flow in San Antonio Canyon and tried to figure out a way to harness the energy to provide electricity in Pomona. He joined forces with A. W. Decker, an electrical engineer. Together they formed a company to bring power from Mr. Baldy to Pomona. The General Association of Congregational Churches raised \$160,000 for the project in 1892. Dr. Baldwin was able to interest the president of the Stanley Electric Co. of Pittsfield, Massachusetts, who in turn convinced George Westinghouse to build the needed transformer. Dr. Baldwin's San Antonio Light and Power Company built the dam, electric plant, and transformer station, and erected lines and poles. In 1899 the San Gabriel Light and Power Co. took over the debts of the original company. This company was succeeded by the Southern California Edison Company about a year later. The building at 565-595 West Second started as a transformer station in 1906. By 1911 another office section was built and the section facing the alley constructed. By 1928 the entire property was enclosed and roofed. This building has seen few alterations since the 1911 additions.

The buildings in the Edison District have retained their architectural character and integrity, present a cohesive grouping with a distinct sense of time and place, and represent the importance of the transportation and electrical systems once actively served here to the residents of the Pomona Valley.

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Sanborn Maps from 1887, 1888, 1894, 1897, 1906, 1911, 1922, 1928

City Directories from 1885, 1887, 1894, 1897, 1905, 1907, 1909, 1911, 1912-13, 1915, 1916, 1917, 1919-20, 1922, 1924, 1926, 1928, 1930, 1931, 1934, 1935, 1938, 1939, 1940, 1941

Pomona Cooperative Association, promotional booklet, 1897

Peerless Pomona, Arthur M. Dole 1905

Pomona Centennial History, Pomona Centennial Committee 1976

Interview with Maurice Williams, owner of Williams Sign Company. He erected signs on most of the new commercial buildings when they were built and many who were remodeled when they changed hands.

Our Silver Jubilee, Company D, Seventh Regiment of National Guard of California 1914

From Sunny Skies to Southern Vistas, promotional booklet 1916

The Progress (newspaper), December 31, 1925

Progress-Bulletin, October 23, 1958, March 16, 1961

Pomona Progress, October 27, 1916

History of Pomona Valley, Brackett 1922

Pomona Valley Community Book, Roy Driscoll, Editor

Three Cars In Every Garage, Richard Mathison 1968

Westways, December 1950, Fiftieth Anniversary of Auto Club

The Friend to All Motorists, J. Allen Davis 1965

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Edison District of Pomona  
Continuation sheet Verbal Boundaries

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**Boundary Justification:**

The proposed historic district is located on both sides of Second Street between Parcels (west) and Park (east). It runs to the alley on both the north and south boundaries as the rear elevations of the buildings retain most of their integrity. The proposed district stretches to the west to include an important building, the Armory. To the east of the Armory is the Southern California Auto Club building which could have its integrity returned if the addition on the east side were removed. A 1904 city park is located on the south side of 2nd Street, across from the Armory. The railroad runs along First Street.

**Boundary Description:**

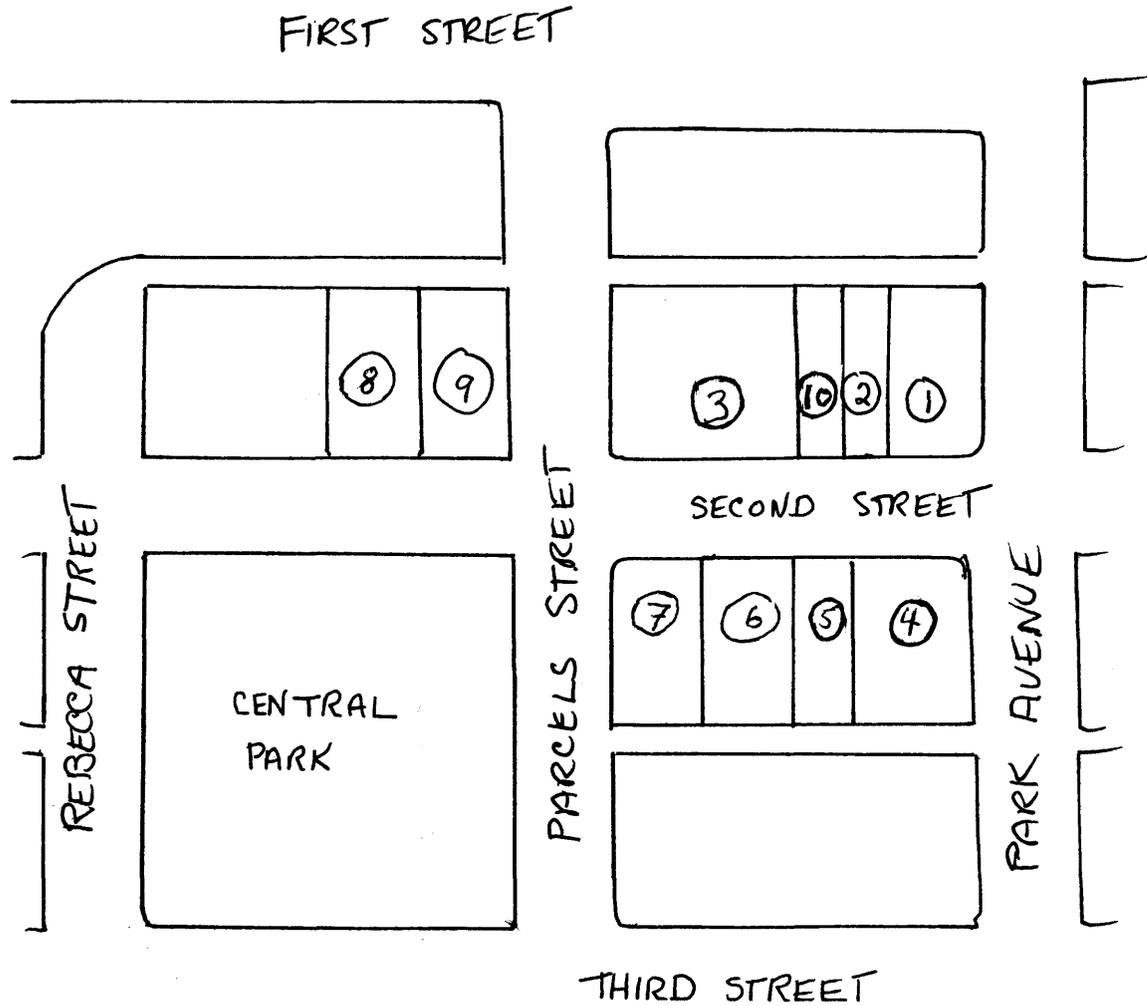
Starting at the northeast corner of Parcels and Second Street, go south 190 feet to the alley. Turn east and go 255 feet to the other end of the alley at Park; turn and go north 310 feet to the alley between First and Second Streets; turn west and go 450 feet along the alley to the northwest corner of the district on the alley behind the Armory. Turn south and go 120 feet to Second Street; turn east and go 200 feet to the starting point at the northeast corner of Parcels and Second Streets.

ASSESSORS PARCEL MAP (8341-2 and 8341-3)

EDISON HISTORIC DISTRICT  
POMONA, CALIFORNIA LOS ANGELES COUNTY

500 block-both sides of Second Street  
611 and 637 West Second.

Scale: 1"=80'



1" = 80'

Edison District, Pomona  
 Second Street from Park to Parcels and  
 including the Armory  
 Pomona, Ca Los Angeles County

Assessor's Parcel maps 8341-2 and 3  
 Scale: 1" = 80'

8341 2  
 80'

